DAX RUSH DE DION & IRS - TECHNICAL DATA

LAYOUT:

Front engine, rear wheel drive

CHASSIS:

Comprehensively triangulated space-frame chassis with integrated structural rear hoop. Additional stiffness provided by bonded & riveted aluminium panels

BODY:

Self-colour GRP composite with the option of the bonnet and side panels in aluminium

SUSPENSION / AXLES:

Front -	Ford Sierra (not Cosworth or 4 x 4) knuckle and wheel hub/flange assemblies with DAX unequal length, dual wishbones and Spax coil-over dampers. Design provides for neutral scrub, anti-dive geometry with full adjustment for height, damping and camber (Note: - The DAX Rush is unusual in using a shim adjustment system for camber setting which ensures much greater strength, accuracy and speed)
or (with optional CC&AR system)	DAX fabricated, neutral scrub, front uprights with Ford Sierra (not Cosworth or 4 x 4) wheel hub/flange assemblies and DAX unequal length dual wishbones. Spax coil-over dampers, fully adjustable for height and damping. This option includes the unique (patent applied for) Camber Compensation & Anti-Roll system which optimises the tyre-to-road contact patch, and maximises grip, during cornering, accelerating, braking and all transient states in between

Rear - De Dion	Ford Sierra/Scorpio Granada differential unit, driveshaft assemblies, CV joints, bearing carrier assemblies and wheel hub/flanges integrated into a DAX De Dion suspension design with upper 'A' frame and twin lower radius arm location. Spax coil-over dampers, provide full adjustment for height and damping

Rear - IRS	Ford Sierra/Scorpio Granada (disc brake variants only) differential unit, driveshaft assemblies, CV joints, bearing carrier assemblies and wheel hub/flanges with DAX fabricated rear uprights and unequal length dual wishbones. Spax coil-over dampers, fully adjustable for height and damping
or (with optional CC&AR system)	As standard IRS, above, but including unique (patent applied for) Camber Compensation & Anti-Roll system. Please note: the rear CC&AR system is currently only available for competition use

BRAKES:

DAX, Dual Circuit, Balance Bar Braking System - provides a significant improvement in braking performance compared to a conventional tandem master cylinder system by allowing the braking effort to front and rear axles to be adjusted independently, so that the optimum braking balance can be achieved

Front	Ford Sierra discs and calipers. Depending on the Sierra chosen, discs will be 240mm dia. solid, 240mm dia. vented (most common) or 260mm dia. vented *As a cost effective upgrade for Rushes fitted with 16" diameter wheels and above, DAX can supply adapter plates which relocate the standard Sierra calipers (240mm dia. vented disc type) allowing them to be used with the much larger, 278mm dia, Cosworth 4 x 4 front discs*

Rear - Discs	Ford Sierra/Scorpio Granada discs and calipers. Depending on the donor vehicle, discs will be 253mm dia. solid, 273mm dia. solid or 273mm dia. vented
or	
Rear - Drums (De Dion only)	Ford Sierra/Scorpio Granada drums. Depending on the donor vehicle, drums will be 203.2mm(8") dia. or 228.6mm(9") dia.

WHEELS:

A wide selection of wheels and tyres is available: -

WHEEL DIAMETER	FRONT (Tyres)	REAR - WIDE (Tyres)	REAR - NARROW (Tyres)
15"	7.5" x 15" x 38mm Inset (205/50 x 15")	10" x 15" x 6mm Outset (255/45 x 15")*	8" x 15" x 9.5mm Inset (225/50 x 15")
16"	7.5" x 16" x 38mm Inset (205/45 x 16")	9" x 16" x Zero Offset (245/45 x 16")	8.5" x 16" x 9.5mm Inset (225/45 x 16")
17"	8" x 17" x 38mm Inset (205/40 x 17")	9.5" x 17" x Zero Offset (245/40 x 17")	Not Available

*Please Note - This tyre size has now been discontinued by a number of manufacturers and is classified as non-preferred fitment

ENGINES & TRANSMISSIONS:

The DAX Rush will accept a wide variety of power units. The most popular (for which jigs are held) include the: -

Ford OHC (Pinto)	Vauxhall 16V	Honda Fireblade
Ford DOHC	Ford Cosworth Turbo	Suzuki Hyabusa
Ford Zeta/Zetec	Rover V8	

DAX will be happy undertake the fitting of other units, subject to a modest tooling charge

DIMENSIONS:

Length - 3310mm (or 3385mm in extended wheelbase form)
Width - 1855mm, with wide rear wheels
- 1795mm, with narrower rear wheel option
Height - 1020mm
Wheelbase - 2310mm (or 2385mm in extended wheelbase form)
Front Track, wheel centreline to wheel centreline - 1496mm
Rear Track, wheel centreline to wheel centreline - 1530mm (with 9”wide x 16”dia. wheels)
- 1511mm (with 8.5”wide x 16”dia. wheels)

PERFORMANCE EXAMPLES:

Ford 2.0l OHC - 5.8 seconds from 0 to 60 mph. 121 mph top speed
Ford Cosworth Turbo (330 bhp) - 3.9 seconds from 0 to 60 mph. 149 mph top speed